



PRIEST DRIVE & GROVE PARKWAY ROUNDBABOUT

Public Input Summary

Overview

A public meeting was held on September 26, 2018 to collect feedback on a design concept for the installation of a multi-lane roundabout at the intersection of Priest Drive and Grove Parkway.

Residents, businesses and property owners in the area of Kyrene Road to I-10 and Elliot Road to Guadalupe Road were invited to participate in the process. Three attendees signed in at the meeting. Surveys were available at the meeting and online from September 26 - October 10, 2018. A total of 2 online survey responses were received. City staff also received emails and a phone call about the project.

Map of Survey Respondents



Survey Results

1. Please provide comments on the design concept for the single lane roundabout at the intersection of Priest Drive and Grove Parkway.

1. I am a resident of 10 years, owning a condo in Signature Place at 600 W. Grove Parkway. I strongly do not recommend and am not in favor of putting a roundabout at the intersection of Priest Drive and Grove Parkway. Drivers already are confused at that intersection and inserting a roundabout will only cause more confusion along with traffic back-ups (the opposite of the goal). I take that route several times a day and can image the traffic collisions to only increase with driver hesitation and stopping when not required.
2. I have lived in the general vicinity of this project for almost 40 years, a number of years before grove parkway even existed. I witness the gross failure of the first intersection and have been forced to deal with the current (2nd) configuration ever since. I am and have been a recreational bicyclist the entire time. I agree fully that this intersection needs to be reconfigured to improve safety and traffic flow. I sincerely believe that a traffic circle is a poor solution for the grove parkway / priest drive intersection. I have the following concerns:
 - there is insufficient space available for a traffic circle of sufficient diameter
 - the number of lanes of traffic on both Grove Parkway and Priest Drive cannot be maintained, the number of through lanes must be reduced from four lanes to two lanes.
 - there is no space or plans for discrete bike lanes. Bicycles are legal vehicles that are not required to ride on sidewalks. Currently grove parkway has at grade bike lanes in both directions.
 - a full size (wb40) tractor-trailer would occupy the entire width of the circle to negotiate a through north bound passage on priest. This would preclude all other vehicles including bicycles while from using the circle when a large truck is present.
 - both signage and negotiating turns onto and off the circle would be confusing and hazardous.
 - Grove Parkway is a notorious racetrack. A traffic circle would not mitigate speed much as north bound Priest to east bound Grove Parkway traffic would be slowed only marginally from the current configuration.
 - nothing in the proposed layout would mitigate the ongoing problem of southbound Priest traffic from crossing all lanes of priest in order to get in the left turn storage lane to Elliot road. There is insufficient distance between the proposed circle and Elliot for this maneuver to be conducted safely. The current configuration suffers from this same problem.

Virtually all these problems could be eliminated by a straight forward traffic light controlled t-intersection:

- all lanes would be maintained in all directions.
- bike lanes would be implied continuously through the intersection
- truck traffic would not be impacted. Since Grove Parkway is supposedly a “parkway” there shouldn’t be any large trucks on it. North bound and southbound truck traffic on Priest would not be subject to a series of tight turns.

- the intersection would be clearly anticipated and understood.
- turning traffic would either have to negotiate a standard 90° turn or stop completely for a red light. This would provide some reduction in the tendency to speed on Grove Parkway that the existing long radius curves encourages.
- since south bound lanes on priest would be continuous through the intersection, traffic intending to turn left on Elliot would have ample time to move to the left lane without crossing 3 or 4 lanes of traffic.

Thank you for the opportunity for sharing my concerns

2. Additional Comments:

1. Looking at the design and cost implications, I think Tempe could allocate this funding towards another location. This is a neighborhood community that doesn't need more road construction and drivers causing more accidents due to them not being familiar with roundabouts. I appreciate you taking my thoughts and comments in consideration in lieu of not being able to attend the in-person forum. Thank you!

Emails

1. **September 17, 2018** - I live in the Kyrene and Grove Parkway area of South Tempe. I just wanted to lend my support and say THANK YOU for considering a roundabout at the Priest and Grove Parkway intersection. I drive Grove Parkway several times a day and this area is so congested. It's very difficult to make turn on and off Priest into Guadalupe most times of day. People are always darting out in to traffic. I'm surprised there aren't more wrecks there. Just know this person supports the project! Thank you so much for all you do for the City of Tempe!
2. **September 19, 2018** - I received the postcard about the roundabout design the other day, and I am so excited that intersection is going to be addressed. I drive it pretty much every day and there are SO many accidents there—I'm generally just passing through that intersection and I have nearly been hit dozens of times by people swinging out of their lane to make that sharp turn onto Priest (toward Guadalupe)! One thing I wanted to ask for you to consider during the planning of these changes is bike safety. In that area, there is a lot of walking and biking down Grove toward Elliot, and as that intersection stands right now, it super dangerous for walkers and bikers to get through that intersection. I can see how the roundabout will help with traffic and likely reduce the number of accidents in that intersection, but I'm not certain it will improve the safety of walkers or bikers—in fact, I'm concerned it might actually make the intersection less safe for them due to the fact that with a roundabout there is no stop required by vehicles. I'm no expert in traffic flow, so don't know exactly how to suggest that this could be resolved. An over or underpass for bikers would be ideal, so that there was no chance of bikers or walkers getting hit, otherwise perhaps some sort of stop-light control? Again, I'm not certain, but I did want to make sure to communicate this problem so that hopefully it can be addressed as part of this project. It just seems like it would be a waste to make changes that improved the safety of one party, but decreased the safety of another! Thanks so much for listening!

Phone Call

1. **September 21, 2018** - Tempe Royal Estates resident would oppose a roundabout at that location. Familiar with roundabouts, have seen them used in Northern Arizona and other areas. Type of traffic that uses that area, could cause issues where you have accidents. Turn left at light at Elliot and Priest and also have concerns that a lot of semis use the area. Going around a roundabout, they will take more space than they should and end up side swiping vehicles. Businesses along Priest with semis traveling there. Individuals that drive there might not grasp the concept of a roundabout. Would like to see a light or other traffic device. A roundabout will make it unusable, use it daily.